ABSTRACT: An air pressure regulation apparatus of the type suitable for use in an automobile wheel and comprising an air valve and stem 1 and an air valve chamber 2 located substantially centered about the hub 3 of the wheel. The hub 3 is connected to the rim 7 of the wheel by spokes 4 wherein an inflation air corridor 5 is embedded or otherwise hidden from view from the street side of the wheel by said spoke. The air valve and stem 1 is connected to the inflation air corridor 5, which terminates at the inflation air nozzle 6. Said nozzle is located at a predetermined point between the lips 9 of the wheel. Operation of the wheel of the present invention is thus, inflation air is introduced at the air valve and stem 1. Said air then travels through said air corridor 5 and exits through said inflation nozzle 6 into the tire thereby creating sufficient air pressure to inflate said tire.

Whereby, said air pressure regulation can occur in said wheel without the aesthetic drawbacks of the prior art as herein mentioned.